

Supplemental Information  
Zoning Permit Application  
Town of Mansfield – Storrs Center Parking Garage and Intermodal Center  
4/12/11

Additional information:

- (i) Summary of land uses, dwelling units, square footage, dimensional requirements & statement of consistency:

Land Uses: Municipal Facilities

Dwelling units: N/A

Square Footages: Garage = 205,980 (6 levels); IMC = 3,400 (2 levels)

The parking garage and intermodal center are consistent with the vision for the both the Town Square and Village Street areas of the development. The 5-1/2 story structured parking garage is located adjacent to and immediately behind the TS-2 mixed-use building which is situated along the eastern edge of the Village Street across from the Town Square. As such, it is approximately the same height and scale as the TS-2 building but will not be directly visible from the Town Square. Located further south along the Village Street, the intermodal center sits in front of the south façade of the Parking Garage and serves as a transition from the taller structures around the Town Square to the shorter 2-3 story buildings envisioned for the Village Street commercial area. The intermodal center is two stories tall, is adjacent to the TS-2 building and provides a civic front entry to the Parking garage and a range of transit, biking and other travel services.

- (ii) Statement of intent regarding ownership:  
Both of these facilities will be owned by the Town of Mansfield.
- (iii) Plan sheets for both facilities, as well as a site plan showing the proposed location of both the garage and the intermodal center as well as the village street and sidewalks that surround them have been provided.
- Both facilities are within the SC-SDD.
  - Proposed roadway widths are shown on the plans. Roadway widths are typically 22 to 24 feet. Sidewalk widths are typically 8 feet or more, and the road right-of-way will incorporate the road and the sidewalks to within 5 feet of the buildings.
  - In addition to the garage and intermodal center, the Town will own the village street as designated on the plans.
  - On street parking and proposed bus loading and bus stop areas are shown on the plans.
  - Building elevations are shown in each set of plans.
  - Interior floor plans are provided with the plans.

- (iv) Construction traffic:

Construction of the parking garage will take place from its north face (towards Dog Lane) to its south face. Construction access will be primarily from Route 195 using the existing paved driveway just south of the store 24 building. Construction traffic will not be allowed to approach using the easterly (residential) portion of Dog Lane, although some construction traffic may use

the portion of Dog Lane closest to Route 195. (A comprehensive construction traffic plan is being prepared that will address all traffic issues for the development.)

(v) Public water and sewer:

Plans include the extension of the University of Connecticut's public water and sewer to serve both the garage and the intermodal center.

(vi) Statement of Consistencies:

- a. Master Plan: The parking garage is situated as it was envisioned in the master plan. While the intermodal center was not specifically identified on the master plan mapping, it will serve as the primary entrance to the parking garage and is centrally located to address public transit and bicycle enhancement objectives of the master plan.
- b. Parking Study: The proposed garage is consistent with the 545 spaces contemplated in the Master Parking Study. As currently configured 575 spaces will be provided in the garage. (An additional ½ level of the garage will be built if grant funds are available after construction bids are obtained.) On-street parking shown in the vicinity of both facilities is consistent with the parking study. The parking on the Village Street to the south of the garage/IMC will be reviewed in association with a subsequent zoning permit application.
- c. Traffic Study: The location of the two facilities and the village street are consistent with the traffic patterns envisioned in the master traffic study; however, access to the garage entrance has been improved with the connection to the garage access road (running easterly off the village street) moved closer to the town square to provide more direct access to the garage and intermodal center.
- d. Drainage Study: Drainage facilities built to serve the garage and intermodal center are entirely consistent with the Army Corps of Engineers permitted drainage plan and the previously approved Phase 1B drainage improvements. Wetland and watercourse areas to the east of the garage and intermodal center will remain protected.
- e. Design Guidelines: As noted in the checklist accompanying this application, the north and south facades of the garage (that which will be the most visible) will have patterned openings, architectural mesh and railings to articulate its façade. The intermodal center and 5- story parking garage elevator lobby will both have curtain wall fenestration which carries down to the street level and wraps around the first and second floors of the IMC along the Village Street. The east side of the parking garage (facing the wetlands and the Greek Center) will be screened by trees and landscaping.